

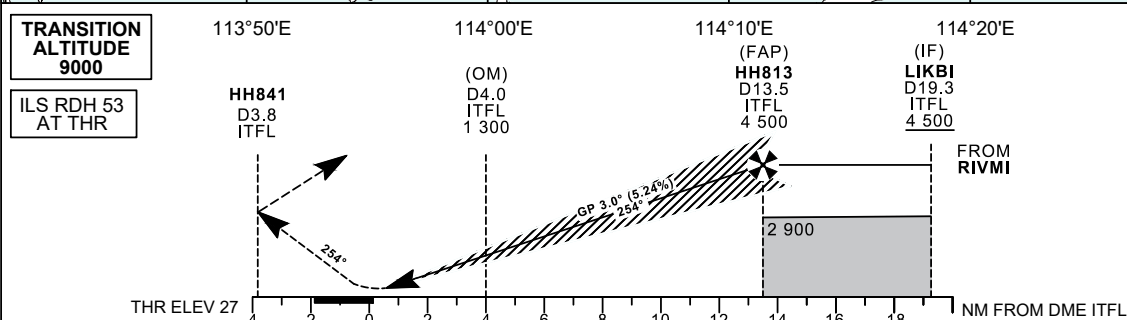
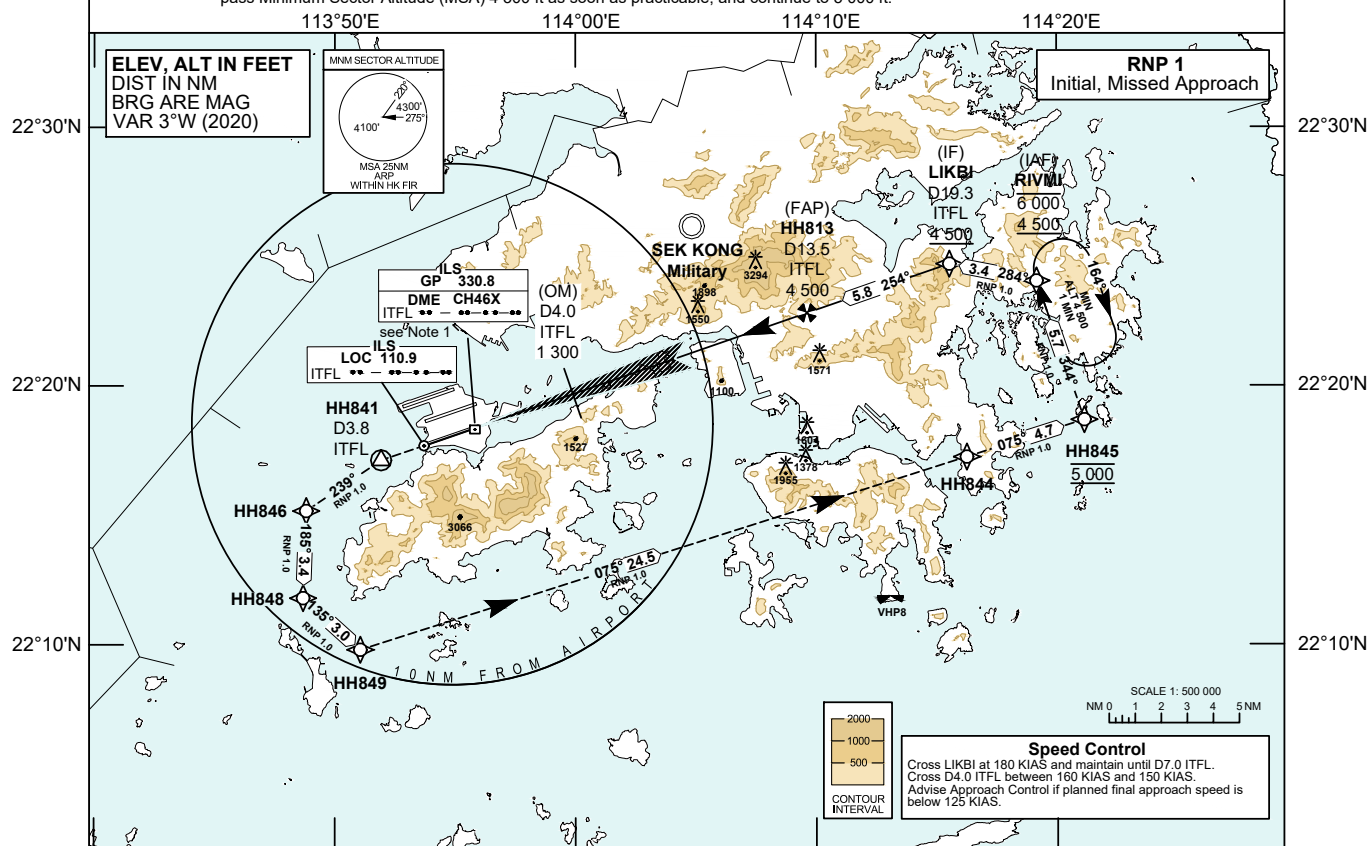
**INSTRUMENT  
APPROACH  
CHART - ICAO****AERODROME ELEV 28 FT**  
HEIGHTS RELATED TO  
THR RWY 25L - ELEV 27 FTTOWER 118.4  
APPROACH 119.1  
DIRECTOR 119.5**HONG KONG / INTL (VHHH)**  
**ILS RWY 25L**  
**CAT II**

**Warnings**

1. LOC ITFL UNUSABLE BEYOND 28° LEFT OF COURSE AND BEYOND 22° RIGHT OF COURSE. GP UNUSABLE BEYOND 7° LEFT OF COURSE
2. GP SIGNAL MAY BE LIABLE TO INTERFERENCE FROM GROUND TRAFFIC DURING CAT I OPERATIONS
3. PILOTS SHOULD MONITOR FOR FALSE CAPTURE OF LOC AND GP BY COMPARING INDICATIONS WITH AIRCRAFT POSITION AND ALTITUDE

**Notes**

1. DME is required. If unable to receive ITFL DME pilot shall advise ATC and will receive equivalent radar ranges for FAP (D13.5 ITFL) and OM Fix (D4.0 ITFL).
2. Simultaneous dependent operation is authorized with RWY 25R or RWY 25C.
3. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.

**MISSSED APPROACH**

Climb to 5 000 ft. Track 254°M to HH841 (ITFL D3.8). Turn left track 239°M to HH846, then proceed to HH848, HH849, HH844, HH845 and RIVMI.  
Speed restriction: 185 KIAS maximum until HH849, then maintain 230 KIAS until HH844, then maintain 210 KIAS until RIVMI.  
Initial missed approach turn must not be made before HH841 due to terrain.

|                                                                             |      |              |              |              |              |                        |          |      |      |      |      |      |      |     |                 |    |    |     |     |     |     |     |
|-----------------------------------------------------------------------------|------|--------------|--------------|--------------|--------------|------------------------|----------|------|------|------|------|------|------|-----|-----------------|----|----|-----|-----|-----|-----|-----|
| Initial missed approach turn must not be made before HH813, due to terrain. |      |              |              |              |              |                        |          |      |      |      |      |      |      |     |                 |    |    |     |     |     |     |     |
| DME ITFL                                                                    | 13.5 | 13           | 12           | 11           | 10           | 9                      | 8        | 7    | 6    | 5    | 4    | 3    | 2    | 1   |                 |    |    |     |     |     |     |     |
| DIST THR (NM)                                                               | 13.3 | 12.8         | 11.8         | 10.8         | 9.8          | 8.8                    | 7.8      | 6.8  | 5.8  | 4.8  | 3.8  | 2.8  | 1.8  | 0.8 |                 |    |    |     |     |     |     |     |
| ALTITUDE (FT)                                                               | 4500 | 4300         | 3960         | 3620         | 3280         | 2950                   | 2610     | 2280 | 1950 | 1630 | 1300 | 980  | 650  | 330 |                 |    |    |     |     |     |     |     |
| Missed Approach<br>Climb Gradient                                           |      | OCA (OCH)    |              |              |              |                        |          |      |      |      |      |      |      |     |                 |    |    |     |     |     |     |     |
|                                                                             |      | A            | B            | C            | D            |                        |          |      |      |      |      |      |      |     |                 |    |    |     |     |     |     |     |
| ILS CAT I                                                                   | 2.5% | 607<br>(580) | 619<br>(592) | 627<br>(600) | 638<br>(611) |                        |          |      |      |      |      |      |      |     | Ground<br>Speed | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|                                                                             | 4.0% | 227 (200)    |              |              |              |                        |          |      |      |      |      |      |      |     |                 |    |    |     |     |     |     |     |
| ILS CAT II                                                                  | 4.0% | 127 (100)    |              |              |              | HH813-THR<br>(13.4 NM) | min:s    | 9:59 | 8:00 | 6:40 | 5:43 | 5:00 | 4:26 |     |                 |    |    |     |     |     |     |     |
| VISUAL CIRCLING<br>NOT AVAILABLE                                            |      | N / A        |              |              |              | ROD<br>(5.2%)          | ft / min | 440  | 550  | 660  | 770  | 880  | 990  |     |                 |    |    |     |     |     |     |     |
|                                                                             |      |              |              |              |              |                        |          |      |      |      |      |      |      |     |                 |    |    |     |     |     |     |     |

CHANGE: New Procedure. Runway 07C/25C reopened.

**ILS RWY 25L APPROACH****NAVIGATION AIDS**

| Navaid/Ident   | Frequency | Coordinates  |               | Remarks                      |
|----------------|-----------|--------------|---------------|------------------------------|
| Localizer/ITFL | 110.9 MHz | 22 17 42.98N | 113 53 42.30E | Course 254°M                 |
| Glide Path     | 330.8 MHz | 22 18 19.93N | 113 55 49.28E | 3° glide slope<br>Co-located |
| DME/ITFL       | CH 46X    |              |               |                              |

**TABULAR DESCRIPTION: ILS RWY 25L**

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (ft)  | Speed (KIAS) | VPA | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|----------------|--------------|-----|--------------------------|
| 01            | TF              | RIVMI               | -        | -              | +3.0               | -             | -              | -6000<br>+4500 | -            | -   | RNP 1                    |
| 02            | TF              | LIKBI               | -        | 284 (281)      | +3.0               | 3.4           | -              | +4500          | @180         | -   | RNP 1                    |
| 03            | -               | HH813               | -        | 254 (251)      | +3.0               | 5.8           | -              | -              | @180         | -   | Conventional             |
| 04            | -               | RW25L               | Y        | 254 (251)      | +3.0               | 13.4          | -              | -              | -            | -   | Conventional             |
| 05            | -               | HH841               | Y        | 254 (251)      | +3.0               | 4.0           | -              | -              | -185         | -   | Conventional             |
| 06            | CF              | HH846               | -        | 239 (236)      | +3.0               | -             | -              | -              | @185         | -   | RNP 1                    |
| 07            | TF              | HH848               | -        | 185 (182)      | +3.0               | 3.4           | -              | -              | @185         | -   | RNP 1                    |
| 08            | TF              | HH849               | -        | 135 (132)      | +3.0               | 3.0           | -              | -              | @185         | -   | RNP 1                    |
| 09            | TF              | HH844               | -        | 075 (072)      | +3.0               | 24.5          | -              | -              | @230         | -   | RNP 1                    |
| 10            | TF              | HH845               | -        | 075 (072)      | +3.0               | 4.7           | -              | @5000          | @210         | -   | RNP 1                    |
| 11            | TF              | RIVMI               | -        | 344 (341)      | +3.0               | 5.7           | -              | -              | @210         | -   | RNP 1                    |

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

**WAYPOINT LIST**

| ILS RWY 25L         |                      |               |
|---------------------|----------------------|---------------|
| Waypoint Identifier | Coordinates (WGS-84) |               |
| RIVMI (IAF)         | 22 24 03.96N         | 114 19 09.28E |
| LIKBI (IF)          | 22 24 43.38N         | 114 15 32.10E |
| HH813 (FAP)         | 22 22 49.72N         | 114 09 36.81E |
| RW25L (THR)         | 22 18 26.75N         | 113 55 58.15E |
| HH841               | 22 17 08.54N         | 113 51 55.54E |
| HH846               | 22 15 10.93N         | 113 48 48.94E |
| HH848               | 22 11 48.89N         | 113 48 41.36E |
| HH849               | 22 09 49.33N         | 113 51 03.91E |
| HH844               | 22 17 16.04N         | 114 16 15.09E |
| HH845               | 22 18 42.08N         | 114 21 08.00E |